

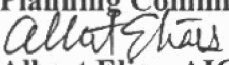


PLANNING COMMISSION

Department of Urban Planning & Design • P.O. Box 27210 • Tucson, AZ 85726-7210

DATE: February 7, 2007

TO: Planning Commission

FROM: 
Albert Elias, AICP
Executive Secretary

SUBJECT: PA-07-02 - *Major Streets and Routes (MS&R) Plan Map Amendment*
Southeast Major Roadways, Los Reales Road, Kenyon, Sarnoff, Wingate
and Limberlost Drives
Study Session (Wards 2, 3, 4 and 5)

Issue: The following amendments to the *MS&R Plan Map* are being proposed (see Attachment A – Proposed Amendments to the *MS&R Plan Map*):

1. Incorporation of the major roadways specified in the Southeast Area Arterial Study
2. Extension of the alignment of Los Reales Road, as a designated arterial, from Craycroft Road to Wilmot Road
3. Removal of the following roadways, as designated collectors:
 - a. Kenyon and Sarnoff Drives
 - b. Wingate Drive
 - c. Limberlost Drive, between Oracle Road and First Avenue

Recommendation: Staff recommends the Planning Commission set this item for public hearing at the regularly scheduled March meeting.

Background, Description and Analysis of Proposals: The *MS&R Plan* was adopted by the Mayor and Council on November 5, 1982, and provides the planning framework for the implementation of improvement plans for arterial and collector streets. Since then, the *Plan* has been updated periodically, as provided in Section 11, Policy 10 of the *General Plan*. The last *Plan* amendment was on July 6, 2005.

To include the adopted Southeast Area Arterial Study and to reflect current conditions in established areas the following amendments are needed:

1. Incorporation of the major roadways specified in the Southeast Area Arterial Study: On September 28, 2006, the Regional Council of the Pima Association of Governments (PAG) adopted the Southeast Area Arterial Study to develop a future roadway network for the area east of I-19 and south of I-10 (see Attachment B – Map of PAG's Recommended Major Streets and Routes Plan). This Study was undertaken in recognition of the need to prepare for significant growth in the southeast area of the Tucson metro area, and to give the governing jurisdictions tools to preserve rights of way that will be needed as the region develops. The Study looked at future build-out potential, taking into consideration environmental and cultural constraints, drainage and sensitive riparian issues, and the location of existing and proposed employment and other activity centers to develop the

recommended network of major roadways. The map presented in Attachment B includes a total of 190 miles of major streets for the area, of which 20 miles are planned to be full access controlled roadways (freeways), 48 miles are planned as limited access controlled parkways, and 122 miles are arterial roadways. The right-of-way width recommended for the parkways and arterial roadways are 150 feet, while the right-of-way width for the freeways is 300 feet.

The Southeast Area Arterial Study was presented to the Mayor and Council Transportation Subcommittee on March 16, 2005, and to the full Mayor and Council during Study Session on April 19, 2006. The Mayor and Council decided to delay action to amend the *MS&R Plan* Map until Sahuarita and Pima County have had an opportunity to review and comment. Now that the Study has been adopted by PAG's Regional Council, both Pima County and the Town of Sahuarita are in the process of updating their respective MS&R Plans.

2. Extension of the alignment of Los Reales Road, as a designated arterial, from Craycroft Road to Wilmot Road: Los Reales Road is a designated 150-foot wide arterial that ends at Craycroft Road. In the surrounding area, south of I-10, there is vacant land, the Los Reales Landfill, mobile homes, single-family residential development, and light industrial uses (see [Attachment C](#) – Land Use/Zoning Map of Los Reales Road Area). Along this proposed extension of Los Reales Road, west of Wilmot Road, a rezoning request from SH to C-2 zoning was authorized by the Mayor and Council on January 9, 2007 to allow development of a 577,100 square foot commercial/retail center.

Policy direction for this area is provided by the *Rincon/Southeast Subregional Plan*, adopted on December 11, 1995. The *Plan* designates the area as Urban Industrial (industrial uses that are compatible with certain types of commercial activities, but generally incompatible with residential uses) and Multifunctional Corridor (commercial, nonresidential services and high-density residential uses), to respond to business and industrial opportunities and for providing services to travelers.

- 3a. Removal of Kenyon and Sarnoff Drives as designated collector streets: On December 5, 2006, the Ward II office indicated its support for a recommendation by the Broadway Pantano East Neighborhood Association to remove Kenyon and Sarnoff Drives as designated collectors from the *MS&R Plan* Map. Some of the concerns expressed by the neighborhood are: violations to traffic signals, non-residential traffic, and drag racing (see [Attachment D](#) – Memo from Ward II dated December 5, 2006).

Both Kenyon and Sarnoff Drives are four lanes, with posted 30 miles-per-hour speed limits. The current right-of-way width for Kenyon Drive is about 85 feet, while Sarnoff Drive is about 90 feet. The neighborhood is primarily single-family residential, with Steele Elementary School and Jesse Owens Park on the northwest corner of Kenyon and Sarnoff Drives. Commercial uses are located along Pantano Parkway, Camino Seco Road, Broadway Boulevard and 22nd Street, surrounding the neighborhood (see [Attachment E](#) – Land Use/Zoning Map of the Kenyon/Sarnoff Drives Area). Beyond the subject area, Kenyon Drive becomes a residential street, while Sarnoff continues as collector south

from Broadway Boulevard to the Pantano Parkway. The area along Sarnoff Drive south of Broadway Boulevard is developed with single-family residential development, except for the commercial development located at the southwest corner of Broadway Boulevard and Sarnoff Drive.

Policy direction for this area is provided by the *Pantano East Area Plan*, adopted on June 28, 1982. This *Plan* indicates that only local traffic is to be allowed into developed neighborhoods, and that rezoning requests for the conversion of residential structures to non-residential uses are to be denied. The *Plan* also promotes low-density (up to 6 RAC) residential development within the interior of established low-density neighborhoods.

- 3b. Removal of Wingate Drive as designated collector street: Residents of the area have expressed to the City's Department of Transportation their desire to remove Wingate Drive as a designated collector from the *MS&R Plan Map*.

Wingate Drive is a two-lane paved road with no striping, with a current right-of-way width of 65 feet. Along the west side of the road there is single-family residential development. The area along the east side is currently vacant, and it is zoned R-2, R-3 and SR (see [Attachment F](#) – Land Use/Zoning Map of Wingate Drive Area). Midway through the segment of Wingate Drive that is recommended for removal is an unbuilt section of the road where vacant land exists. This land was approved last year for single-family residential development of 4 RAC, which will connect both ends of Wingate Drive.

Policy direction for this area is provided by the *South Pantano Area Plan*, adopted on December 3, 1984. The *Plan* indicates that through traffic should be directed onto major streets, and that rezoning requests for the conversion of residential uses should be discouraged. The *Plan* also promotes suburban density residential developments (up to 6 RAC) within the interior of established suburban density neighborhoods.

- 3c. Removal of Limberlost Drive as a designated collector street: Residents of the area have expressed to the City's Department of Transportation their desire to remove Limberlost Drive, between Oracle Road and First Avenue, as designated collector from the *MS&R Plan Map*.

The section of Limberlost Drive between Oracle Road and Stone Avenue is a four-lane road, with a center turn lane, and a right-of-way width of approximately 80 feet. There is a mix of single and multi-family residential development, with commercial development at the intersection of Oracle Road. Between Stone and First Avenues, Limberlost Drive turns into a two-lane road with a center turn lane, and a right-of-way width of about 70 feet. Along the road, there is also a mix of single and multi-family residential development, Don Hummel Park and a couple of commercial sites (see [Attachment G](#) – Land Use/Zoning Map of Limberlost Drive Area).

Policy direction for this area is provided by the *North Stone Neighborhood Plan*, adopted on September 22, 1986, promoting low (up to 6 RAC) or medium (up to 14 RAC) density

residential developments within the interior of established neighborhoods and along local streets, and medium-density residential uses along designated collector streets.

Conclusions: To keep current with the Southeast Area Arterial Study adopted by PAG's Regional Council, an amendment of the *MS&R Plan* Map is recommended to incorporate the roadways specified in the Study, adopted by PAG's Regional Council on September 28, 2006.

Extending Los Reales Road as a 90-foot wide designated arterial from Craycroft Road to Wilmot Road will provide east-west connectivity and access for the southeast area of Tucson, complementing the arterial network specified in the Southeast Area Arterial Study.

The proposed alignments for the new southeast roadways and the extension of Los Reales Road are conceptual at this point. Alignment studies will be required at the time of development of the individual areas to set the final alignment, particularly as alignments impact sensitive environmental and cultural areas. For planning purposes the alignments shown are sufficient to inform future developers of the requirements of the *MS&R Plan* as they relate to their development.

Kenyon, Sarnoff, Wingate and Limberlost Drives are currently designated collectors that serve already established residential neighborhoods, and do not connect to other collector roadways beyond the areas described above. The City's Department of Transportation supports these amendments that, if approved, will allow for the re-striping of Kenyon and Sarnoff Drives, each with 3 lanes (two lanes with center turn lane), with parking both sides, and that existing traffic lights will remain in place. In the case of Wingate Drive, it could be developed as a residential street. Limberlost Drive would not experience any physical changes. By removing these roadways as designated collectors from the *MS&R Plan* Map, the residential character of the neighborhoods they serve will be strengthened.

Attachments:

Attachment A – Proposed Amendments to the *MS&R Plan* Map

Attachment B – Map of PAG's Recommended Major Streets and Routes Plan

Attachment C – Land Use/Zoning Map of Los Reales Road Area

Attachment D – Memo from Ward II dated December 5, 2006

Attachment E – Land Use/Zoning Map of the Kenyon/Sarnoff Drives Area

Attachment F – Land Use/Zoning Map of Wingate Drive Area

Attachment G – Land Use/Zoning Map of Limberlost Drive Area